

# BUS & COACH BUYER

14 MARCH 1997 ISSUE 400

**ALL  
THE VERY  
BEST!**



... our toast for the month of March, reflecting the condition and choice of used vehicles in our new month's list. Setra Quality, Setra Performance, Setra Support. All the very best!

♦ 1994 Scania K113/Van Hool - Triaxle. Centre toilet, coffee machine, Telma, ABS, video, 2 monitors, air conditioning, 48/51 "Royal" seats. New MOT - in excellent condition.

♦ 1994 Volvo B10/M - Plaxton Premier 3500 - 50 reclining seats, with seat belts, toilet, water boiler, TV/Video, Radio/PA, air conditioning, foot rests, double glazed. Choice of 5. Long MOTs - very good condition throughout.

♦ 1994 MAN Caetano Algarve II - 35 recliners, courier seat, Radio/PA, wired for TV, driver, courier microphones. Full length rear exit - low mileage - sold with new MOT. In very good condition.

♦ 1993 Setra S 215 HD (TORNADO) - MAN Engine, 49 recliners, courier. Toilet, kitchen, Voith retarder, ABS, Webasto, TV/Video, central locking, Radio/PA, fridge, lift and lower, driver's bunks, full air conditioning, aluminium wheels. Long MOTs - in nice condition. Excellent touring vehicles.

♦ 1992 Setra S 215 HD (TORNADO) - MAN Engine, 55 recliners, courier seat, Voith retarder, ABS, lift and lower, central locking, fridge, Radio/PA, floortex covering to floors throughout, aluminium wheels. Long MOT - in lovely condition. Superb tourer.

♦ 1991 DAF SB 3000/Caetano Algarve, 49/53 recliners, demountable toilet, ABS, Radio/PA, TV/Video, courier seat, fridge, water boiler, continental centre door - sold with new MOTs - choice of 2 nice vehicles.

Contact us for comprehensive list of other used vehicles available.

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**K SETRA**



**Stagecoach plan 150 bus Glasgow operation  
Volvo launch lightweight B7R chassis**



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**91 SCANIA K113 CRB VAN HOOGL ALIZEE**

Fitted with GR801 comfort shift, retarder, radio/PA/cassette, refrigerator, drivers bunk, drinks machine, continental door & centre sunken toilet



**91 MAN SETRA INTEGRAL 215 HD**

ZF gearbox, 49R+C, retarder, video, monitor, radio/PA/cassette, drivers bunk, drinks machine, refrigerator, centre sunken toilet & continental door



**93 SCANIA K113 CRB PLAXTON PREMIER 350**

G5772 gearbox, 49R+C, retarder, radio/PA/cassette, drivers bunk, drinks machine, continental door & centre sunken toilet



**93 DAF MB230LT VAN HOOGL ALIZEE H**

ZF splitter gearbox, 49R+C, retarder, radio/PA/cassette, drinks machine, refrigerator, continental door & centre sunken toilet



**93 VOLVO B10M PLAXTON PREMIER 350**

ZF gearbox, 49R+C, video/monitor, radio/PA/cassette, continental door and centre sunken toilet



**91 LEYLAND TIGER CUMMINS PLAXTON 350**

ZF 6 speed gearbox, 53R+C, retarder, radio/PA/cassette and continental door



**92 VOLVO B10M JONCKHEERE DEAUVILLE**

ZF gearbox, 49/53R+C, video/monitor, radio/PA/cassette, drinks machine, refrigerator, continental door & centre sunken toilet

## CONTACT NUMBERS

**NORTH**  
Bob Rossiter 0589 444736

**WEST MIDLANDS & WALES**  
Bob Nevitt 0585 594614

**EASTERN REGION**  
Steve Lambert 0410 055711

**SOUTH WEST & SOUTH WALES**  
Martin West 0589 444738

**SOUTH & SOUTH EAST**  
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**OFFICE CONTACT**  
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### VOLVOS

**1992 J VOLVO MARK III PLAXTON EXCALIBUR 350**, 49/53 reclining seats, courier seat, centre demountable toilet, continental door, Telma, 'air conditioning, Webasto, boiler, fridge, d/glazed, radio/PA, TV .. **Choice of 3 £95,000**

**1990 VOLVO B10M MARK III GL JONCKHEERE DEAUVILLE**, 51 recliners, courier seat, rear sunken toilet/continental door, d/glazed, radio/PA ..... **£79,500**

**1988 F VOLVO B10M JONCKHEERE 599**, 51 reclining seats, courier seat, rear sunken toilet/continental door, double glazing, radio/PA ..... **£62,500**

**1988 E VOLVO B10M JONCKHEERE PS99**, 53 reclining seats, courier, d/glazed, radio/PA, repainted white, new test ..... **£62,500**

**1986 PP VOLVO B10M VAN HOOGL ALIZEE H**, 53 reclining retrimmed seats, courier d/glazed, blinds, Telma, exceptional ..... **£55,000**

**1986 PP VOLVO B10M PLAXTON PARAMOUNT 3500**, low driver, 49 reclining seats, courier centre sunken demountable toilet/continental door, Sutruk air conditioning, d/glazed, Webasto telma, boiler, radio/PA, new test, clean ..... **£47,500**

**1984 VOLVO B10M PLAXTON PARAMOUNT 3500**, 53 reclining seats, courier seat, d/glazed, radio/PA, retrimmed, new stretch panels, repainted, new test ..... **£37,500**

**1983 VOLVO B10M VAN HOOGL ALIZEE**, 49 reclining seats, courier seat, centre sunken demountable toilet, radio/PA, immaculate ..... **£35,000**

**1983 VOLVO B10M PLAXTON PARAMOUNT 3500**, 51 reclining seats, courier, double glazing, Webasto, radio + PA, belts fitted ..... **£27,500 £25,000**

### OTHERS

**1995 M SCANIA K113 IRIZAR CENTURY**, Triaxle, 49 reclining seats, courier seat, centre sunken toilet, power continental door, air conditioning, d/glazed, boiler, fridge, bunk, 2 x TV's, radio/PA, ..... **£162,500**

**1995 N IVECO 59/12**, Cacciamali, 20 Fainsa seats, Webasto, Sutruk, air con, radio/PA/fridge, boiler, large boot, immaculate ..... **£45,000**

**1994 L DAF LDV 400**, Auto Classique conversion, 16 hi back coach seats, radio/PA/cassette, racks, white, low mileage ..... **£14,000**

**1993 SCANIA K113 PLAXTON PREMIER 350**, 49/53 reclining seats, courier, auto transmission, ZF HP 600, centre demountable toilet, boiler/fridge, double glazing, ABS, Sutruk air conditioning, radio/PA etc, immaculate ..... **£107,500 £105,000**

**1991 PP ASQUITH**, 11 seats, PSV, leather buttoned seats, full carpet, stainless steel grille battery box, in mint condition, mileage only 28,000 miles. **£19,000**

**1991 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3200**, 57 seater, Cummins L10, power operated door, radio/PA, very clean ..... **£55,000**

**1990 G DENNIS JAVELIN DUPLE 320**, 53 reclining seats, rear sunken toilet/continental door, radio/PA/curtains, belts, new repaint white ..... **£49,500**

**1988 BOVA FUTURA FHD**, 49 reclining seats, courier seat, centre sunken toilet/continental door, d/glazed, Sutruk air conditioning, fridge, boiler, radio/PA ..... **£66,500**

**1988 MERCEDES 609 REEVE BURGESS BEAVER**, 25 seats, POD, boot, super white, new test ..... **£17,500**

**1987 LAG PANORAMIC**, 49 reclining seats, courier seat, centre toilet with continental door, d/glazed, Telma, radio/PA, repainted white ..... **£48,500**

**1986 C FORD R1014 PLAXTON PARAMOUNT 3200**, 35 reclining seats, POD, radio/PA, recon engine ..... **£22,000**

**1986 C MERCEDES 608**, 25 seater ..... **£6,500**

**1985 LEYLAND TIGER JONCKHEERE P50**, 48 reclining seats, courier seat, rear sunken toilet, continental door, d/glazed, boiler, radio/PA, TV, monitors ..... **£27,500**

**1985 PP DAF MB200 PLAXTON PARAMOUNT 3500**, 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV ..... **£30,000**

**1983 PP MERCEDES 0303 JONCKHEERE BERMUDA**, 51 reclining seats, courier seat, centre sunken toilet, continental door, radio/PA ..... **£19,000**

**1982 LEYLAND TIGER PLAXTON VI**, 57 seater, radio PA ..... **£15,500**

**1972 BEDFORD VAL 70 PLAXTON ELITE**, 53 seater, power door, radio, PA, tested Dec '97, clean ..... **£3,000**

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**BUS & COACH BUYER** is published by Glen-Holland Ltd, The Publishing Centre, 1 Woolram Wygat, Spalding, Lincolnshire PE11 1NU.

Telephone: (01775) 711777. Fax: (01775) 711737. All correspondence to the above address.

Editorial director: Stuart Jones; publishing director: Steve Cole; sales director: Joy Osborne; advertisement controller: Martin Laverton; classified supervisor: Wendy Couling; classified telephone sales: Joanna Brown and Matt Bradford; technical editor: Martin Cole; production and administration executive: Sandy Brooks; national sales: Peter Naylor.

A copy of **Bus & Coach Buyer** is mailed free to a list of over 5,800 bus, coach and minibus operators every week.

**Bus & Coach Buyer** is typeset by TYPEtec, County Hall, Market Place, Boston, Lincolnshire PE21 6DY. Tel: (01205) 386160 and printed by the Marston Group Ltd, Hemel Hempstead HP2 7BA.

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(Registered office: 3/4 London Road, Spalding, Lincolnshire PE11 2TA)

Front Cover: UVG's new Unistar body design on the Dennis Javelin chassis provides operators with an attractive but inexpensive option when considering new vehicle purchases.

# News

## Stagecoach to develop new services in Glasgow

Stagecoach has announced its intention to develop new routes in the Greater Glasgow area. The group is investing an initial £10m in the operation which is expected to create 250 jobs over the next 12 months. The first express routes will commence on 24 April using lowfloor buses operated at high frequencies. Neil Renilson is to head the new venture and the vehicles will be drawn from the current delivery programme redirected from other group subsidiaries.

Brian Souter, chairman of Stagecoach Holdings, said: 'The recent Monopolies Commission decision requiring FirstBus to sell a part of its operations in Glasgow has demonstrated the Regulator's determination to encourage competition. We are responding to this with new innovative bus services in Strathclyde designed to attract new bus users by offering faster journey times and wider choice.'

The new services will depart from the recently completed Buchanan bus terminal and will make use of the motorway network for the 'express' aspect of the routes. It is intended that an improved fare offer will be introduced, the 'super value Megarider ticket', which offers unlimited travel from just £4.00 per week. Neil Renilson confirmed that the operation would be marketed purely as Stagecoach and its initial fleet would consist of 20 Volvo B6LE Alexander ALX 200s and five Plaxton Premiere Inter-Urban Volvo B10Ms. He said, 'We expect this operation to expand rapidly and are planning for the fleet to increase to 150 by the end of the year. Glasgow has seen considerable investment in its motorway network and conventional services are still using the old routes which do not take advantage of fast links between the outlying areas and the city centre. Stagecoach intends to change this and to make the most of the opportunity which, combined with a very competitive fare strategy, should prove very attractive to new customers.'



**A Volvo B10BLE with Northern Counties body for Stagecoach Manchester.**

## Stagecoach take first Volvo B10BLE Northern Counties

A double first for Stagecoach Manchester has seen it take delivery of the first Volvo B10BLE chassis for the UK and the first examples of Northern Counties' new generation of accessible single deck bodywork. Five of the model have entered service on a route linking Manchester city centre and Ashton under Lyne.

## Bravery awards for Brighton drivers.

Three bus drivers with Brighton Transport have been rewarded for their bravery following an incident on Saturday 8 February. Neil Wright was driving his number 10 bus along Lewes Road when he saw a 13 year old girl being assaulted by another passenger on the lower deck. He turned the bus round and drove back to the depot where Nigel Bulbeck and Galiun Robins helped him grab the suspect and call the police.

## VI launch JEDI

In a reversal of Starwars technology, instead of the Force being with the JEDI, the JEDI will now be with the Force! The Vehicle Inspectorate is to begin implementing its new Joint Enforcement Database Initiative (JEDI) from April. It will allow officers at roadside checks to gain instant access to details of an operator's O-licence, any convictions and annual test records. Information between the VI areas will be linked and incorporate the Traffic Areas. It is expected to be fully operational by October.

The aluminium framed body has bonded aluminium side panels and bonded glazing. It can take up to 45 seated passengers though Stagecoach Manchester has specified a 41 seat layout. The saloon floor is step free in the front section with two shallow steps ahead of the rear axle.

Volvo's B10BLE chassis combines the rear section and drive train of the B10B with the B10L's electronically controlled independent front suspension (IFS), complete with disc brakes. This gives a low floor in the front section, the 320mm single step entrance height reducing to 230mm using the kneeling suspension. Volvo intends to make the IFS axle a standard city bus axle throughout the range.

The vehicles will undergo a comprehensive evaluation programme supported by the Volvo service centre at Manchester Truck & Bus, Stockport. 'We felt that this route would provide us with an ideal opportunity to evaluate what promises to be an attractive product,' said Stagecoach director, Barry Hinckley.

Brighton Transport chairman and managing director, Richard Clark presented the three with certificates recognising their outstanding service and also gave them gift vouchers at a ceremony at the company's head office. He commented, 'They went to the help of a young girl in a very distressing situation and we are very proud of their efforts. We want all our passengers to feel they can travel on our buses in complete safety and we think this has proved the point. They all did a marvellous job.'

## LT tenders

London General has made successful bids to retain five of its six contracts which have been offered by London Transport. The company maintains five year contracts on routes 14, N14, 39, 74 and 170. It relinquished a single contract, route 156, to Q-Drive Coaches (Limebourne).

Stagecoach Selkent was also successful in retaining a five year contract on route 314 and a new school service in New Addington has been awarded to Metrobus of Orpington. It has been numbered route 630 and will utilise double deckers.

# One small step...



250mm to be precise. Which, for a parent with toddler and pushchair, can make all the difference.

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# News

## Stagecoach sell Huntingdon depot and MK operation.

Following the ruling by the Office of Fair Trading and Monopolies and Mergers Commission that Stagecoach should divest part of its Cambridgeshire and Northamptonshire activities, the Milton Keynes operation and the United Counties depot at Huntingdon have been sold to Julian Peddle.

The take-over is expected to be concluded officially at the end of this month and the new acquisition will be run under the heading MK Metro. It will incorporate the former Milton Keynes Citybus operation and Buckinghamshire RoadCar. The deal currently includes MK Metro taking on all vehicles and staff although no announcement has yet been made on security of employment.

## Mitchell replaces Westwell

Dr Alan Westwell, managing director of Greater Manchester Buses, is leaving FirstBus and is to be replaced by Dr Mike Mitchell, currently managing director of Grampian Transport. Dr Westwell had run the company since its acquisition, overseeing the smooth transition of GMB into the group. He joined the company in 1990 from Strathclyde Buses where he was chairman and chief executive, rescuing GMB from its financial difficulties through the introduction of a radical business plan. Later, with the support of the employees, he led GMB through the change which involved splitting the operation in half and its recent change of ownership. Alan commented, 'I consider it is now the appropriate time for me to direct my energy and interest towards another challenge.'

Dr Mike Mitchell was formerly operations director of SMT in Edinburgh. He will continue as managing director in Aberdeen for an interim period and the major part of his role will be undertaken by George Mair, currently director and depot manager at Grampian Transport. He now becomes director and general manager.

## Stagecoach complete Burnley & Pendle acquisition

Stagecoach has concluded the acquisition of Burnley Council's shares in Burnley & Pendle Transport Company after a lengthy period of negotiation. Pendle's shares were relinquished to Stagecoach some months ago but Burnley had held out to gain support and acceptance from its employees and the unions. Stagecoach says that the conclusion of the deal has been reached with all existing contracts, terms and conditions still applied.

## Optare CoachSales launched

Optare has launched its own coach sales division which will be known as Optare CoachSales. The facility will handle the continued sales of Bova Futura 3.2 and 3.5 metre high coaches with either Cummins or DAF engines and a choice of ZF manual or automatic transmission. A range of vehicles from basic 53 seaters to air conditioned executive specification coaches are currently in stock or for early delivery. Sales will be backed by a comprehensive range of finance packages which include short term hire, medium/long term rental, hire purchase and leasing. For further information contact Chris Gee or Bob Manton on 0113 2645182.

## CPT quashes release of VI information

Proposals made in March 1996 to release Vehicle Inspectorate information to the public, on demand, have been quashed following strong representations made by the Confederation of Passenger Transport UK. The scheme would have made annual reports on roadworthiness and prohibition information available to anyone requesting it. Ministers at the Department of Transport decided the scheme would be inappropriate at this time but claim it may be considered in the future when the VI's computer system has been upgraded and fully developed.

# CARLTON

SECOND TO NONE

### 1990 G TOYOTA OPTIMO CAETANO

18 seats + courier, radio/PA, seatbelts, livery blue **MoT 17/7/97**

### 1985 PP DENNIS DUPLE 425

55 seats, manual 6 speed gearbox, double glazed, rear floor mounted toilet, radio/PA. **MoT 18/2/98**

### 1990 PP DAF DHS 3000 VAN HOOL ALIZEE

51/55 seats, 7 speed ZF gearbox, double glazed, radio/PA, livery white/blue. **MoT 15/11/97**

### 1992 (J) SCANIA K93CR/273 PLAXTON PREMIERE 3200

53 seats, radio/PA/cassette, double glazed, blinds to side windows, (lap type) seat belts. **MoT 1998 Choice**



### 1991 (H) VOLVO B10M MK III

### 273 BHP VAN HOOL ALIZEE

49 seats + crew seat, toilet, servery, fridge, continental door, Telma, radio/PA/cassette, double glazed, seat belts (lap type), seat belts. **MoT 6/12/97 Choice**

### 1991 (H) VOLVO B10M MK III 273 BHP VAN HOOL ALIZEE

53 seats + crew seat, radio/PA/cassette, Telma, double glazed, blinds to side windows, (lap type) seat belts. **MoT 1998 Choice**

### 1990 (G) VOLVO B10M MK III a273 BHP VAN HOOL ALIZEE

53 seats + crew seat, radio/PA/cassette, Telma, double glazed, blinds to side windows, (lap type) seat belts. **MoT 1998 Choice**

### 1989 (PP) MAN 16-290 JONCKHEERE DEAUVILLE

49 seats + crew seat, centre sunken toilet, Telma, servery, fridge, continental door, radio/PA/cassette, TV, Video, double glazed. **MoT 12/11/97**



### 1992 (J) VOLVO B10M MKIII VAN HOOL ALIZEE

49 reclining seats, ZF 6 speed S690 manual gearbox, ABS braking system, half rear emergency door, centre continental exit door, radio/PA system, centre mounted toilet, centre servery, centre crew compartment. **MoT 3/12/97**

### 1995 (M) SCANIA K113 CENTURY

49 seats, drivers bunk, comfort shift gearbox, double glazing, radio/PA system, , fridgade, TV/video, rear sunken toilet, rear continental door. **MoT 2/04/97**

### 1989 (G) DAF SB2300 VAN HOOL ALIZEE

51 reclining seats, double glazed, drivers bunk, centre toilet, radio/PA system, 2 x TV's, livery white. **MoT 28/06/97**

### 1990 (G) LEYLAND PLAXTON TIGER 3200

50 reclining seats, 6 speed ZF gearbox, double glazed, toilet, radio/PA system, drinks servery, white livery. **MoT 16/12/97**



### 1988 (F) DENNIS JAVELIN DUPLE 320 - Choice of 3

53 reclining seats, 6 speed ZF manual gearbox, brown moquette, power door, (one re-moquette). **MoT Sept/Oct 97**

### 1984 (PP) LEYLAND PLAXTON TIGER 3200

48 reclining seats, semi-automatic gearbox, power door, toilet, radio/PA system, TV, drinks, livery white. **MoT 17/01/98**

### 1989 (F&G) LEYLAND TIGER - Choice of 3

55 seats + 24 standing, livery white, Alexander Belfast service bus body, Cummins L10, ZF automatic gearbox, Livery white. **MoT Nov/Dec 97**

### 1992 (J) SETRA TORNADO 215HD

Man engine, ZF 7 speed gearbox, 49 reclining seats and courier seat, sunken centre toilet, 2 TV monitors and video, radio/PA system, repainted white. **MoT NEW**

### 1983 (PP) MAN VAN HOOL ASTRON

57 reclining seats, new Graffiti moquette, twin deck videos, hot drinks machine, fridge, toilet, drivers bunk, reconditioned engine. **MoT NEW**

### 1994 (M) VOLVO B12R JONCKHEERE MONACO

71 seats + crew seat, air con, Telma, toilet, servery, video/TV, radio/PA/cassette, double glazed, alloy wheels, (lap type) seat belts, Low mileage. **MoT 6/08/97**



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### ON DENNIS JAVELIN

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### ON VOLVO B10M GL

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53 reclining or 57 seats, 8.6m<sup>3</sup> luggage space.  
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### ON MAN 11.220 HOCLR

35 recliners, crew seat, double glazing, rear continental door, radiator heating

for immediate delivery

## USED COACHES

**1989 TOYOTA OPTIMO**, 21 seats, crew seat, radio/tape, lift up armrests, tinted windows, curtains, interior grey / red, exterior ivory / turquoise / blue. MoT 6/5/97 ..... £15,500

**1989 TOYOTA OPTIMO**, 18 recliners, crew seat, large luggage boot, Blaupunkt radio, wheel trims, curtains, interior fawn, exterior green/black, MoT 16/4/97 ..... £15,500

**1988 BOVA FUTURA FHD**, 49 recliners, crew seat, seat belts to all seats, air conditioning, centre sunken toilet, centre continental door, hot water boiler, fridge, double glazing, Peage window, radio/tape, interior brown/beige, exterior white/green/red, MoT 10/3/98 ..... £66,500

**1987 BOVA FUTURA**, 53 recliners, double glazing, radio / tape / PA, wired vide + monitor, curtains, drivers bunk area, interior red / grey, exterior white / orange / grey. MoT 23/3/98 ..... £49,500

**1986 (OCT) DAF MB200 PLAXTON PARAMOUNT 3200**, 53 fixed seats (retrimmed), seat belts to all seats, tinted windows, exterior white, interior fawn / brown / orange / yellow stripes, MoT 25/6/97 ..... £36,500

**1985 DAF SB23000DHS PLAXTON PARAMOUNT 3200**, 53 recliners, radio/tape, tinted windows, Telma, splitter gearbox, brown/fawn interior, exterior blue/white, MoT 21/12/97 ..... £29,500

**1980 FORD R1114 DUPLE DOMINANT II EXPRESS**, 53 seats, power door, red interior, white exterior. MoT 30/1/98 ..... £3,750

**1979 VOLVO B58 PLAXTON SUPREME IV**, 48 seats, rear toilet, Telma, power door, MoT 20/3/98 ..... £6,750

**1979 LEYLAND LEOPARD DUPLE DOMINANT EXPRESS**, 49 seats, semi-automatic gearbox, power doors, exterior silver / yellow / red, MoT 21/1/98 ..... £5,000

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# News

## More Far Eastern success for Dennis

Dennis Specialist Vehicles currently has a £70 million order book for operators in Hong Kong, representing a total of 421 double deck vehicles. The orders are split between two new models, the low floor three axle Trident, and a new version of the long serving three axle Dragon design which, like the Trident, has a Cummins M11 engine. These are the first M11 applications in European built chassis, and are mounted in line at 305bhp in the Trident and transversely at 250bhp in the Dragon.

The bulk of the vehicles, close to 350 in total, will be delivered to Kowloon Motor Bus (KMB) and will include both Tridents and Dragons with a mixture of Duple Metsec and Walter Alexander bodies. Tridents will also be delivered to Citybus Hong Kong, while China Motor Bus (CMB) will take a further batch of Dragons. Deliveries from Guildford will start next month.

Roger Heard, sales and marketing director, commented, 'With the Trident we are now taking the lead in the supply of accessible double deckers, which we believe will ultimately strengthen our position as a supplier of buses to mainland China, where demand for transport is growing rapidly.'

## CPT announce Enforcement Conference

A conference on enforcement, called 'Enforcement for Quality,' is being organised by the Confederation of Passenger Transport UK. It is scheduled for 25 June 1997 and will be held at the QEII Conference Centre in Westminster. The aim is to address enforcement policy, practice and problems, across a broad front of agencies. Ron Oliver of the VI will be the keynote speaker and representatives of ACPO, Traffic Commissioners, Department of Transport, Trading Standards and Health & Safety will be contributing. Full details of the timetable, subjects and cost will be issued soon but operators should be aware that places will be limited.

## EYMS buy Kingstonian Travel and launch National Holidays

Hull based EYMS Group has confirmed its acquisition of Kingstonian Travel, from Stagecoach Kingston upon Hull, for an undisclosed sum. The deal includes eight coaches, six Volvo and two Dennis, most of which will be absorbed by East Yorkshire Motor Services. Six drivers and two managers have also transferred to EYMS' Hull depot. No other assets or property were included in the sale but EYMS takes over Kingstonian's customer list.

Stagecoach has now dropped all its coaching operations in the Hull area with the exception of the X62 express service, operated jointly by Stagecoach and East Yorkshire, between Hull and Leeds. EYMS Group joint managing director, Peter Shipp, said: 'I know that Kingstonian established itself well in the Hull area since its formation by KHCT in the early 80s. It clearly brings with it some customer loyalty and we shall be retaining the name on at least some of the coaches for the time being.'

At the same time, EYMS's holiday coach tours division, East Yorkshire Travel, has been re-branded as National Holidays. This coincides with the publication of the company's largest ever brochure containing over 1,000 departures from the Hull area alone. Holiday clients have increased rapidly from 8,000 in 1992 to over 100,000 in 1996. The name change is intended to assist in promoting a common brand for the holidays which now operate from bases in Hull, Stockton, Newcastle and Manchester, with departures from many other areas. The fleet now incorporates over 60 coaches, recently augmented by the acquisition of Newcastle based Armstrong Galley, and is being upgraded with the purchase of 20 new vehicles. The new livery of white, orange and blue has been applied to some of the vehicles and the remainder should be finished by early summer. The company says it took orders worth over £250,000 in one day at the East Yorkshire Travel Fair on 2 March.

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M.O.T. JULY 1997

**1985 (February) DAF DKFL  
VAN HOOL ALIZEE H 12M**

50 reclining seats (recent retrim) in Holdsworth Brown moquette, courier seat, rear offside floor mounted toilet, tinted side windows with curtains, power entrance door, finished red/cream. M.O.T. JULY 1997

**1987 (May) MERCEDES 307D**

12 seats, grey/red/orange striped moquette, overhead luggage racks, radio and PA tape, finished all white.  
M.O.T. JANUARY 1998

**1980 (June) VOLVO B58 12M  
PLAXTON SUP. VI**

53 reclining seats, power entrance door, grey/red interior, finished white/red. M.O.T. AUGUST 1997

**1983 (November)  
BOVA FUTURA FHD**

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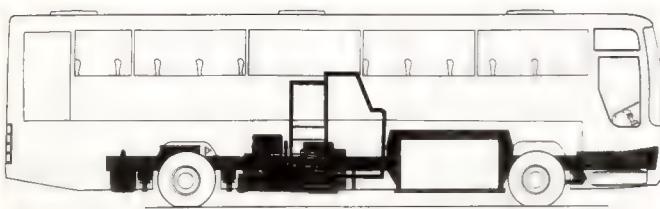
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# News



**The new Dennis Javelin chassis variation to accommodate centre sunken toilets.**

## Centre toilets for Javelins

Dennis Specialist Vehicles has developed a version of its Javelin coach chassis which can accommodate a centre sunken toilet compartment and continental exit door. An

order for ten coaches with this new arrangement has just been completed for Pemico Travel of London. The alterations to the section of the modular Javelin chassis include lengthening the rear module and shortening the centre section.



**One of four new Wright bodied Volvo B10L low floor buses introduced by Travel Dundee on services 18 and 19.**

## Travel Dundee launches easy access routes

Travel Dundee, formerly Tayside Buses and now part of the National Express Group, has launched its first easy access bus routes using four Wright bodied Volvo B10L single deckers in the company's new red, white and blue livery. The services concerned are the 18 and 19 linking Kirkton to the city centre.

Jack Henry, chief executive of Travel Dundee said, 'The new vehicles confirm our

commitment to upgrade the Travel Dundee fleet. We intend to improve customer comfort and we aim to give first class service. Mothers with toddlers in buggies or carrying heavy shopping will be among the first to benefit from the spacious design, as will people with mobility difficulties.'

Similar vehicles will shortly be introduced on Dundee's 32 and 33 services linking Firth with the city centre and the 15 and 17 services between Whitfield the city centre and Ninewells Hospital.

## Rally update

A first time exhibitor at the forthcoming UK Coach Rally to be held on the weekend of 19/20 April in Brighton is Fleetmaster Bus & Coach of Horsham. It will be showing a Leyland National Mark 1 equipped with a new Cummins B series engine and Allison AT545 automatic transmission. As part of a thorough refurbishment the vehicle has had the pod removed, a new heating system installed, a full retrim and new flooring. The company will be represented by engineering sales director, Mark Stephenson

and MD, Steve Swain, who will also be able to provide more details about the company's soon to be launched self drive hire fleet which will offer well presented mid life vehicles.

East Lancs will also be showing a coach seated Cityliner double deck body on a Scania chassis from the fleet of the Brighton & Hove Bus Co.

Anyone requiring more information on how to enter the Rally should contact Ann or Paul Cousins of Coach Displays Ltd on 0181 581 0049. For trade enquiries contact Mark Griffin on 01926 888123 or fax 01926 888004.

## NFBU-Optare Awards

Regional award ceremonies for the Welcome Aboard Awards, presented by the National Federation of Bus Users and Optare, are to be concluded at Optare's Manston Lane headquarters in Leeds, following three regional finals. Area A: the southeast and central south regions will hold its final on 27 March at the Royal Pavil-

ion, Brighton; Area B, the midlands, southwest and Wales, hold their final on 3 April at City Hall Cardiff; and Area C, Northern Ireland, Northeast, Northwest and Scotland hold their event on 10 April at the Palace Hotel, Manchester. The national final at Leeds has been set for 22 April. The scheme was started to reward bus companies and individuals who have given exceptional service to their customers.

## Bridge bashing measures

New regulations are being introduced by the Department of Transport to reduce the number of accidents involving high vehicles hitting bridges. All vehicles over three metres high are to be required to have either a sign in the driver's cab showing the overall travelling height of the vehicle or, documents in the cab giving details of the routes to be taken which show that the vehicle can complete the journey without any risk of collid-

ing with a bridge or any other low overhead structure.

The amendments to the Road Vehicles (Construction and Use) Regulations are being made following public consultations in 1992 and 1995. Of 1101 bridge strikes in 1995 about 30 involved buses, including double deckers. Commenting, Road Safety Minister, John Bowis, said, 'I hope the new regulations, together with existing measures and the co-operation of hauliers and operators, will make bridge-bashing a thing of the past.'

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# Vehicle Launch

## Volvo expand in South Africa and launch the lightweight B7R

Volvo Bus Corporation called a World Press Conference in South Africa on 6 March to discuss its market position and outline plans for expansion in one of the most potentially lucrative new markets in the southern hemisphere. The event took place on the back of Volvo's own corporate marketing conference in Cape-town and was followed by the launch of a new multi-purpose, lightweight bus/coach chassis, the B7R.

Manufacturers have been quick to respond to South African requirements and are poised to begin major operations in a country that has been starved of imports and outside investment through embargoes placed to counter apartheid. Since the political revolution and ensuing installation of President Mandela and his administration, trade barriers have been removed and opportunities for outside manufacturers have become established.

Volvo began its approach two years ago by forming a venture in Johannesburg called Volvo Bus & Truck. This has resulted in significant interest from hauliers and a number of orders from private bus and coach operators and the recent completion of an order for 100 B10Ms



**Built by Swedish Bus Distributors, this B7R has been designed for the South African Market. Split front windscreens are essential because of the poor roads in some areas and frequent damage from flying stones.**

for Johannesburg. Alongside the importation of chassis has come the establishment of Swedish Bus Distributors, a facility to build bodies locally, using adaptations of bodies designed in Scandinavia and production systems developed by Saffle.

Bjorn Larsson, Volvo's president and chief executive officer, announced that the group was the only one of the top four manufacturers to have increased its global market share in 1996. Top performer Mercedes Benz had maintained its position but sales had dropped by

2.0%. Volvo had second place overall, with sales up 8.0%. Hino were placed third but with sales down 10% and Scania fourth with a 13% drop. He said the world market had shrunk by 4.0% overall and was delighted by Volvo's performance in a declining situation.

Quantifying sales of Volvo units, he confirmed the UK and Eire as the company's largest market, taking 24.2% of production, whilst Latin America came close behind with 20.3% and the rest of Europe absorbed 15.5%. Other markets, such as North America, China and Asia

were performing well and showed great potential for the future.

Predicting a change to fewer, but more powerful, customers in the future, as many smaller operators were being incorporated into larger groups, he believed there would be a need for more manufacturers to merge so that it would end up with just three or four major players. He claimed this course was inevitable because manufacturing required the highly competitive economies of scale that could only be achieved in this manner. It would put less strain on investment in product development, lead to shorter introduction cycles, provide cheaper sourcing of materials and allow higher investment in production techniques - with local adaptations and local supply for finished product. He claimed there would be 'family ideas' for vehicles based on two main concepts: the aluminium framed buses developed in Sweden, Denmark and the UK; and for buses with Finnish developed bodies with steel/stainless steel frameworks for other markets.

Volvo's growth strategy was described as a drive for increased market share which would be achieved through



**Luggage space is acceptable considering the low body height of the Camo B7R.**



**A Volvo B12T with South African TFM bodywork operated by Atlas.**

# Volvo

establishing new, innovative ideas and acquisitions. The main challenge for 1997 was seen as the production of 9,000 units and the expansion of its 50 separate markets around the world, represented through outlets in 45 countries.

## The Volvo B7R

Held in conjunction with the World Press Conference was the launch of Volvo's new B7R chassis. This has been designed as a cost-effective, multi-purpose product to expand global business for the company. It is aimed at inter-city bus and coach operation in Europe with a number of options available to suit broad applications. It features a lightweight chassis design, utilising some truck components, a seven litre D7 engine with power ratings from 230 to 285 bhp, large brakes and a range of transmission options.

Volvo claimed products like the B7R would help create value for the customer because, as a manufacturer, it was in the company's interests for its customers to be profitable. The B7R had been two and a half years in development and been through 750,000 Km of endurance testing. As such, its core values, Volvo believe, lie in its robust, heavy duty construction, reliability through the use of proven components, durability from testing and safety through well dimensioned S-Cam operated brakes and a retarder option.

Approach and departure angles on the B7R have been much improved over the standard B7 and it has a short rear overhang of 3075mm for stability. Wheelbases of 3250mm, 5300mm and 6300mm are available, which means shorter versions of the chassis, down to 10.5 metres overall can be ordered. A 12 metre chassis weighs just 5510 Kg and is rated at 17.5 tonnes GVW. Its design allows for double doors to be fitted at the front and mid positions of the chassis and for a single unit at the rear if required - increasing its flexibility for bus operations in developing countries.

Globally the B7R will be available with conventional parabolic springing or with air suspension. Units bound for the UK are likely to be air suspended only but secrecy over the vehicle's existence has

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# Creating the right image



# Vehicle Launch

precluded Volvo Truck & Bus UK from questioning potential customers about their requirements. As it is, the vehicle will not be available until later this year and is almost certainly to be given its first public airing at Coach & Bus '97. Although there has been no indication of a UK bodybuilder or of any price for the chassis, it is likely that Volvo will take advantage of its simplicity and allow the B7R to fill a competitive sector at the lower end of the market.

On the face of it, the B7R appears to be a modern replacement for the light-weight chassis formerly produced by Ford and Bedford, but brought up to date and with the benefit of proven reliability, good fuel economy and low emissions. Sandy Glennie, managing director of Volvo Truck & Bus, admitted the chassis was less sophisticated than the middleweight Dennis Javelin and believed it would make an ideal option for operators looking at vehicles for general duties, contracts and excursions, although he maintained it was not the sort of coach he wanted to see loaded to its maximum and being used on shuttles to the South of France or Spain.

The chassis framework is produced from pressed 'U' section steel, instruments come straight from a B10M, and the other components are mainly from standard Volvo products. There are just 150 new ones in the whole chassis.

Two bodied examples of the B7R were on show at the launch alongside a bare chassis with conventional springs. One was a 12 metre version with Portuguese coachwork by Camo, the other bore a locally produced body designed specifically for the African markets. The Camo was equipped with 55 Fainsa reclining seats, air conditioning and video equipment. Measurements were not available but the body was not particularly high and this reflected in there being rather limited depth to the full length luggage racks.

Light fabrics chosen for the interior trim ensured a 'cool' ambience to the saloon, which appeared very attractive although perhaps difficult to keep clean. Two large central luggage lockers were accessible from both sides of the coach and provided an acceptable stowage space.



**The Volvo B7R chassis with the vertical, in-line D7 engine.**

Journalists were not permitted to drive either example but were taken for a brief run through the wine producing area of Stellenbosch, to the north of Capetown. This was too brief to gain any sort of real insight into the B7R's attributes but it appeared to have a reasonable amount of power, stopped very well and gave a comfortable ride at the front of the coach. Passengers in the rear were less enthusiastic and felt the engine noise was a little excessive. But as this was still a very early production model there is plenty of time to address the sound proofing.

The South African built body was fitted with an alternative seating arrangement which allowed the installation of a rear saloon toilet, servery and refrigerator. It was also air conditioned. Some passengers felt the entrance steps on both examples were too steep to suit European markets but Volvo claimed a minor chassis modification was all that would be required to bring it in line with requirements. A lowered frame can be specified which drops the front step height 180mm at the front door.

Gearbox options on the B7R include Volvo's own G8

EGS or MGS, the ZF S 6-85 or 4HP 500 automatic, or the Voith D863.3 automatic. Each of the gearboxes give the B7R a range of different ratios for every gear but all have the same 1:1 final ratio. A Telma 191 electronic retarder is available for those choosing the ZF S 6-85 manual gearbox but customers opting for the Volvo G8 MGS can fit the Telma 2200.

## South African Transport Policy

The new government in the Republic of South Africa has produced a White Paper on national transport policy. It sets out the goals and objectives for achieving a properly integrated transport infrastructure which it hopes to reach by promoting intermodalisation between providers - either state owned or private - shared information and minimal regulation from the Department of Transport. It intends that modal choices will be based on cost, timeliness, reliability, security or any other determining factors so that decisions can be fostered by incentives and not by regulation. Inherent in this is the idea that customers should not be forced to use



**Instruments in the B7R come directly from the B10M.**

existing spare capacity.

A major problem with the implementation of such ideals appears to stem from the rapid reforms being implemented by the Mandela administration. There is little doubt that efforts to get the economy moving and finding gainful employment for many black South Africans, plus the installation of a benefit system, has put a great strain on available funding.

The swift change from apartheid and racial segregation will not be fully accepted for some time and there are distinct security problems for people travelling by public transport. One of the main drawbacks to running commercial services is the development of illegal taxi bus operations which have got out of hand. These are prevalent in all major conurbations, even Capetown, which has been the most tolerant of all the South African communities thanks to its multi-racial and multi-cultural society which stems from its position as a sea port.

Some taxi buses operate quite legally but they are outnumbered by illegal operators whose drivers are often unlicensed and the vehicles untaxed, uninsured, and completely unroadworthy. Such has been the state of anarchy in the country that competitors have not been averse to attacking each others' vehicles, often by ambushing them with automatic rifles. They generally carry excessive numbers of passengers, often 20 or 25 in place of the 14 to 16 allowed, and are extremely unsafe.

Capetown's official state owned bus company does not have the capacity to service all the requirements of the locality and we saw no modern buses in evidence at all. The bulk of the vehicles are aged Leyland/Guy Victory double or single deckers. Apart from a smattering of old Mercedes Benz buses run privately, this is the sum total of local transport to and from the city and the townships.

More recently a National Taxi Task Team has been established to weed out the offenders. This is, apparently, quite effective but has only just begun to scratch the surface. Similarly, special police units are attempting to apprehend wrongdoers but the incidence of illegal operation is so high that they are also

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# Vehicle Launch

making little headway at present. Operators caught and prosecuted are often out of jail in just two weeks and back in action by hi-jacking a new vehicle or purchasing it fraudulently.

During our visit to South Africa we enjoyed a breakfast meeting with Sibisisu Bhutelezi, the personal assistant to transport minister Mac Maharaj in Johannesburg, Gauteng Province. He said the Department had been assessing Italian commuter rail systems and intended establishing a similar system from 1 April. He was pleased to announce that public transport subsidy was being increased by 20% each year and money would eventually become available for what was a totally impractical system which had been starved of investment and upgrading. He claimed they had received much practical assistance from representatives of the Argentinian rail services in their quest for progress.

On the subject of buses, he was pleased that the investment in 100 Volvo B10M buses had been completed, over a two year period, and they were assisting in getting people out of cars and back onto public transport. Mr Bhutelezi pointed out that although the project had been successful, budgets were very tight and not assisted by excessive import tax of 60% on foreign vehicles. He saw the way around this as working partnerships with manufacturers providing facilities for building locally, creating inward investment and jobs.

While this sounded positive he was less convincing when he claimed that vehicle investments should see a return of 20 years active service life, and less convincing still when he said they were encouraging investment of this nature from Indian manufacturer Tata. It seemed that ongoing maintenance costs were not being properly considered but Mr Bhutelezi was very attentive to responses given by European journalists and absorbed a great deal of information on running modern fleets in Europe.

He closed by outlining the Department's efforts at enforcing some regulation on illegal operation across all forms of transport, ranging from blatant overloading - where some trucks had been found to be 36 tonnes over



**The new Volvo B7R with a European styled Camo body.**

their maximum legal payload, to registration for all taxi bus operators. This he put at 10,000 Rands per annum (7.1 Rand approximately = £1) plus a daily tax of two Rands. He believed this to be substantial enough to pay for administration and enforcement but not excessive enough to deprive operators of earning a reasonable living.

Fraudulent operation of vehicles was still an ongoing problem in state owned companies, he admitted. Much of the established management had left hurriedly when reforms were announced by the new Metropolitan Council and checks on vehicles revealed that a great deal of private (i.e. undeclared) private hires, had been carried out in addition to the creation of falsified records. Typical frauds had included examples where a group of people were supposedly picked up for a 60 Km run to the Johannesburg Zoo at 60 Rands per head. Mileage checks revealed the vehicle had more likely been used on an 800 Km trip to Sun City with passengers being charged 85 to 90 Rands per head, leaving a substantial rake off for the driver and



**Sibisisu Bhutelezi, personal assistant to the Minister for Transport.**

manager to share. Such problems have taken 20 months to unravel.

Problems still existing today have seen some of the new Volvo B10Ms disappear at weekends on private jaunts and come back badly damaged, obviously having been used down completely unsuitable roads and suffering from broken radiators, cracked gearbox castings, cracked sumps and body panel damage. Tighter controls are beginning to weed out the elements of fraud but it is widespread, deep rooted and may take a lengthy period to eradicate totally.

The meeting was brought to a close by Billy Rautenbach, managing director of Volvo Bus & Truck, the Johannesburg based subsidiary of Volvo Bus Corporation. He announced the company had completed the building and delivery of 600 units last year and was working to fulfill a perceived potential of 4,000 units for delivery into South Africa and neighbouring countries, particularly Zimbabwe, which he believed was looking at 500 units.

He said that there were still a great number of poor roads around, but now the old administration had fallen away, and with it the restrictions on movement of people, a great emphasis was being placed on improving the transport infrastructure. Despite this the changes would not be fast enough to accommodate a complete change to modern vehicles and he still saw a buoyant market for simple, front engined 65 seaters, without air conditioning, capable of dealing with varied road surfaces or even a complete lack of road in some areas. These, he believed could be assembled and bodied locally without too many problems. The company had already established a body building facility which catered for its own needs and while it only had the capacity to body Volvo chassis at present he envisaged the need to encompass other makes as the business grew and staff skill levels improved.

In relation to the current market in South Africa, he felt the new B7R would be ideally suited as an inter-urban bus but that the front engined B7 would remain the top seller for now. He thought there could be a market for double deckers but feared taxi-buses would compete too strongly for the bulk sector of passenger transport, making them a risky investment.

South Africa, it seems, offers a wealth of opportunity for both manufacturers and operators. The risks for the operator are still high and establishing services is not a move for the faint hearted. If the reforms and promised enforcement of regulations can be implemented then the situation will be vastly improved.

**By Martin Cole.**

## SPECIFICATION

**Engine:** Volvo D7 six cylinder four-stroke diesel with direct fuel injection and overhead valves

**Power output:** D7B230 Intercooler : 169Kw (230bhp) at 2,200 rpm.

Torque 825Nm at 1,600 rpm.

DB7260

**Intercooler :** 191Kw (260bhp) at 2,200 rpm.

Torque 1,100Nm at 1,300 rpm.

**DB7285 Intercooler :** 210Kw (285 bhp) at 2,200 rpm. Torque 1200Nm at 1,400 rpm.

**Length:** 11.875m with 6.3m wheelbase.

**Front Overhang:** 2.5m.

**Rear Overhang:** 3.075m.

**Turning Circle:** 10.315m.

### WEIGHTS

**Front axle:** 1125Kg

**Rear axle:** 4385Kg

**Chassis weight:** 5510Kg.

Frame Height (with 295/80R22.5 tyres.)

**Ground to top of frame at front axle:** 898mm

**Ground to top of lowered entry at front door:** 718mm

**Ground to top of frame at rear axle:** 898mm.

Options include: cyclone air filter, spare wheel, lowered frame, exhaust brake, starter heater, water separator, speed limiter, engine encapsulation and ABS anti-skid brakes.

# Dealer Focus



## Kirkby Spring Show '97

Visitors to Kirkby's Spring Show held over a three day period last week will have been impressed with the breadth of products and services promoted and the manner in which they were displayed. There was something for everyone whether their interest was buying new or used buses, coaches or minibuses, or simply keeping the existing fleet on the road. To enliven the proceedings a band played, caricaturists produced pictures of guests, there was the chance to ride in a rocket ship and the catering facilities were excellent. Visitors registering were given a coloured plan of the site indicating the various attractions and were offered the opportunity to join a guided tour of the Plaxton Parts and Service workshops as well as Plaxton's small vehicle production facility.



**A Dennis Javelin GX with Plaxton Excalibur coachwork. This vehicle had a rear continental door and sunken toilet but mid mounted units will soon become available.**

Kirkby's portfolio includes the Dennis and Volvo chassis marques with Plaxton coachwork, and, in a recent development, bus operators can also visit the location to inspect vehicles from the

Plaxton and Northern Counties bus ranges. Both aspects of the operation were represented and appeared to be generating a considerable

amount of interest. Demonstration drives were offered in a wide range of new Dennis and Volvo coaches with Plaxton coachwork, as well as Beaver and Beaver 2 minibuses on Mercedes chassis, the Beaver 2 being the Ogle inspired design recently introduced on the Mercedes Benz Vario. Representatives from Dennis, Volvo and Plaxton were present throughout as were the entire Kirkby Coach & Bus, Roadlease Finance and Kirkby Rental sales teams.

New vehicles available for inspection included coaches which had been sold and painted in the customers livery. One of these was a Dennis Javelin Plaxton Premiere 320 for Jamiesons Coaches of Shetland, thought to be the most northerly user of Plaxton



**Plaxton now has a bus sales office at Anston and a variety of the available products were displayed.**



**Plaxton's attractive new Beaver 2 body on the Mercedes Benz Vario.**

# Dealer Focus



Among the coaches to be seen in the marquee was this Excalibur B10M for Atkinsons of Ingleby Arncliffe who celebrate 75 years in the industry in 1997.

coachwork. Mr Jamieson was present to accept the 57 seater. A number of new coaches were displayed in a specially erected marquee. One of interest was a 51/53 seat Javelin GX Excalibur for Tudor Coaches of Great Casterton with full air conditioning and a rear sunken toilet. An order for a similar coach for OK Luxury of Ulster was taken during the show, while Moores of Congleton purchased a Premiere bodied GX. Recent changes to the Javelin enable a centre sunken toilet layout to be offered for the first time. An Excalibur on the Volvo B10M chassis could also be inspected, this time with 49/53 seats and painted in the colours of Atkinsons of Ingleby Arncliffe. Bakers of Biddulph's green livery was carried by a 49 seat Premiere 350 bodied Volvo B10M, one of four Kirkby are supplying to the operator. Volvo sales during the event included two Excalibur B10Ms to Dovers Coaches of Hetton-le-Hole.

For those who wanted to try the B10M and Javelin on the road there was a selection of demonstration coaches which had been given attractive vinyl applications. They included Premiere 350 and Excalibur bodied B10Ms and Premiere 320 and Excalibur bodied Javelins. These and a new Beaver 2 on the Mercedes Benz Vario were often to be seen leaving the display area with operators at the wheel.

For bus operators there was the chance to look over both 10 and 10.6 metre versions of the Dennis Dart SLF with examples for Watford & District and Maidstone & District being shown, offering maximum passengers capacities of 59 and 64 respectively.

There was a Dennis Lance Northern Counties Paladin single decker in stock white and, for the first two days of the show, a dual door Palatine 1 bodied Volvo Olympian double decker for London General. Also shown were Beaver bodies on the Mercedes Benz 811D and 709D.

Used coaches ranging from double deck Neoplan Skyliners to a 1995 Volvo B6R Caetano Algarve were shown, nearly all of them dating from the late 'eighties or later. There was a wide selection of Volvos and a much smaller number of other types, with perhaps surprisingly few Dennis Javelins given that Kirkby distribute the type. Customers snapped up no less than seven former Wallace Arnold B10Ms with various body styles.

Definitely not for sale among the coaches was one, just as smartly presented as the new coaches, that originated in an earlier era. This was a Harrington Wayfarer body on the prototype Seddon MK19 chassis, the only example of this AEC powered model to be sold in the UK market. New to Liss & District in 1959 it was taken in part



Thought to be the northern-most operator of Plaxton coaches is Jamiesons of Shetland for whom this Dennis Javelin with 57 seat Plaxton Premiere 320 coachwork is destined.

exchange by Kirkbys in 1961 and sold to Thornes of Bubwith who operated it until 1971. It stood in the open for the following 18 years before complete restoration by the company, a repaint by Plaxton Parts & Service and the replacement of the 410 engine with a 505. It now features full air brakes rather than the original Hydrovec system and is thought to be the oldest used vehicle supplied by Kirkby still in everyday use.

The show's usefulness to operators was increased by the presence of a number of leading suppliers of equipment and services who exhibited in a dedicated display area. These included Autosound, Sutrik UK, Shades Technics, Tyreline/Alcoa, Telma, Eastgate Coach Trimmers, MTB Equip-



The oldest coach displayed was this restored 1959 Seddon MK19 with Harrington Wayfarer coachwork owned by Thornes of Bubwith.



A wide variety of used vehicles was on offer.



Rhythm De-Luxe, Kirkby's wandering minstrels.

ment, Chapman Stevens and John Holdsworth & Co.

With well over 500 visitors over the three days the event was clearly a great success. When I spoke to Kirkby general manager, Glynn McKenzie, he commented, 'It's been excellent. Operators have come from every corner of the country. We've also seen a lot of people who haven't been to Kirkby for many years and I'm delighted that so many operators have taken the time to come and have a look at us.'

He explained that the purpose of holding the show was, 'To make the industry aware of just what is available on this site at Anston. Obviously we want to sell coaches,' he said, 'But we also want to show the facilities, the finance packages, rental packages, Plaxton Parts & Service, Bus & Coach Glazing, and so on.'

Glynn felt that visitors had welcomed the opportunity to tour the workshops and the production facilities for the Beaver and Beaver 2. Among the vehicles receiving attention in the workshops were National Expressliners which had returned off lease. Operators were obviously impressed with what they saw because one placed an order for five.

By lunch time on the third day of the show vehicles worth £4 million had been sold, excluding rental deals. Overall a total of 40 vehicles, 18 of them new, found new owners. Although pleased with new sales Glynn was finding a welcome degree of buoyancy in the used market. 'I've been delighted with sales of three and four year old vehicles this year, not just at the show, we're ahead of budgeted figures,' he commented.

By Stuart Jones.

# Dealer Focus

# Think BIG urge Scania

'Think Big' has been the recent message from Scania Bus & Coach UK Ltd as it encourages operators to consider the merits of the three axle Scania K113TRB with Spanish built Irizar Century coachwork. Not that the 3.7 metre high three axle model is the only vehicle the Worksop based dealership has on offer, far from it, visitors to the premises last week were also able to inspect new coachwork from both Van Hool and Irizar on the, as yet, more widely popular two axle version of the Scania K113.

Scania's show was a rather lower key affair than that taking place at the same time a couple of miles down the road, and though the number of people attracted was less in total, the end result in terms of the number of vehicles sold was a pleasant surprise to managing director, Don Macintosh. 'It's been very successful. We've done ten new vehicles we didn't expect to,' he said. Sales of used vehicles appeared on the face of it to have been less overwhelming with two signed for



**Two Van Hool Alizee bodied Scania K113s were available for demonstration.**

during the show, but with a full diary of appointments generated for the following few weeks he was confident that this side of the business would also have greatly benefited.

The first thing to catch the eye of most visitors will have been a 'Think Big' slogan adorning the side of a stock three axle Irizar parked in front of the Worksop premises.

This was one of four coaches representing the main product offerings which were being used to provide



**One of two tri-axle Centuries for Flights.**



**Ralf Schumacher's Jordan racing car was to be seen in the Scania showrooms.**



**Think BIG was the message on the side of this tri-axle Irizar Century demonstrator.**

demonstration ride and drive facilities. Alongside the two Century K113 variants were a standard UK specification Van Hool Alizee 49/53 seater and an air conditioned 49 seat Alizee. A rather different vehicle was to be seen in the showrooms, a Jordan Formula One racing car as driven by Ralf Schumacher.

## Three axles

Scania more than any other supplier to the UK market has taken on board the three axle concept and promoted it. The company enjoyed very considerable success with the model last year and has so far sold around two thirds of what has been ordered for 1997. A number of previous customers have come back for more. Asked whether there



**Barnsley based KM Coaches will shortly take delivery of this Van Hool Alizee bodied K113CRB.**

# Dealer Focus



**The Worksop premises of Scania Bus & Coach UK Ltd.**

## **A broad choice of used vehicle types was on offer.**

would be continuing demand for such vehicles following the introduction of the 18 tonne axle limit in a couple of years time, Don was convinced that there would be.

He pointed out that 100% of the vehicles his company supplied last year were double glazed while 74% had air conditioning. 'Operators are looking for larger fuel tanks, larger water tanks and with the improvement in seat design we can comfortably accommodate 51 reclining seats,' he said. 'In all probability legislation will soon allow us up to 2.55m wide and 13.5m or even 15.0m long in which case a third axle will become absolutely necessary.' He also pointed to the advantages in luggage capacity of the 3.7m high three axle Century compared with the 3.5m high two axle variant. The former offers 13 cubic metres, the latter 10 cubic metres, although the saloon dimensions are identical.

At present many coaches are right on their legal weight limits. Don suggested that when we eventually do go to 18 tonnes the Ministry will be more concerned with the



weight issue than they perhaps are now. Asked what purposes such vehicles will be put to in later life, he foresees that, 'in time they will cascade and have second lives as people carriers, everything else has and I can't see why they shouldn't.'

## **Used**

Used stock at Worksop is around the 70 vehicle mark and with the exception of two 1983 coaches - a Leyland engined Tiger Paramount and a Volvo engined Royal Tiger Doyen - all of it is 1986 or later. Sales manager, Ian

Hall, explained that company policy is to try to avoid trading vehicles which are over 12 years old and the result is that most of that on offer was either late 1980s or early 1990s. A selection of four deckers was shown, among them a pair of Skyliners and a Plaxton Paramount 4000 on both Scania K112TRB and Volvo B10MT chassis.

The company clearly believes in offering as wide as possible a choice of secondhand coaches as was shown by the variety of manufacturer's products available. As well as Scanias with Irizar, Van Hool, Jonckheere, Plax-

ton and Duple coachwork there were coaches from Berkhof, Caetano, Mercedes Benz, LAG, Bova and Setra on offer. Of eleven Plaxton Paramounts in stock, three were on Mercedes Benz 0303 underframes, two were B10Ms, three Scanias, two Leyland Tigers and one DAF.

The decision to hold the show may have been a relatively late one but in attracting operators to the site and boosting sales it achieved its objectives.

**By  
Stuart Jones.**



**Among a variety of new vehicles shortly to be delivered was this Irizar Century on a tri-axle Scania K113TRB chassis for Williamson's. It is a repeat order.**



**Among a variety of Plaxton Paramounts on offer were three former Kings Ferry Mercedes-Benz 0303s.**

# Fleet Additions



A pair of Scania K113 CRB Irizar Centuries have been acquired by C&G Coaches of Chatteris. Although they carry different liveries their specification is virtually identical and includes air conditioning, 49 reclining seats, rear sunken toilet, driver's bunk, floor safe and continental door. The coaches join two Centuries already operated by C&G alongside eight other Scania in the 16 strong fleet. They were supplied by Scania Bus & Coach UK Ltd.



## Citylink Porto

A new Caetano Porto coach has been supplied to Owen Coaches of Newhouse, Motherwell by Salvadore Caetano UK Ltd. Mounted on Dennis Javelin 245 chassis, the dual purpose coachwork includes 57 seats, a power operated entrance door, tinted single glazed windows and a Blaupunkt stereo radio/ pa/cassette. The coach will be used on Scottish Citylink services.



Stonehouse Coaches of Stonehouse, Gloucester have acquired a new Volvo B10M Jonckheere Mistral 50 from Yeates Bus & Coach. Its specification includes 49/53 reclining seats with seat belts, centre sunken toilet, continental door, radio/PA/cassette system and curtains.

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**British Car Auctions**

# Fleet Additions

## Mistral duo for Compass Royston

The latest coaches to carry the maroon, red and white of Compass Royston Group Travel are a pair of Jonckheere Mistral 50s on the extended wheelbase Volvo B10M SE chassis. The Stockton based operator has specified 51 reclining seats, a rear saloon toilet, an offside rear continental door, television, video, radio/PA/cassette, curtains and seatbelts. The duo were supplied by Yeates Bus & Coach.



Harrison Group Travel of Doncaster have purchased this Caetano Algarve II bodied MAN 11.190 for use on executive private hire and tour duties. Supplied by Salvador Caetano UK Ltd, the coach seats 35 and has a specification which includes: a courier seat, tinted double glazed side windows, full draw curtains, power entrance door, rear continental door, Blaupunkt stereo radio/PA/cassette and a hot drinks facility.



Rennies of Dunfermline have just placed in service a trio of Iveco EuroRider 391.12.35 chassis with Beulas coachwork, only months after purchasing three Indcar Eco3 bodied Iveco Euro-Midi nine metre minicoaches. The EuroRiders have the 350bhp unit which is the larger of the two engine options offered in the UK and Telma retarders, ABS and ASR. Included in the standard Beulas specification are 49 reclining seats, air conditioning, double glazing, dash mounted fridge and ecological toilet. All six new coaches were supplied by the AW Group of Leicestershire.



A new livery style heralds the introduction of the first Volvo B10Ms to join the Mayne of Manchester fleet. Supplied by Kirkby Coach & Bus, the two vehicles, and a pair of identical ones for the associated fleet of Barry Cooper Coaches, have 55 seat Plaxton Premiere Interurban 320 bodies. Mayne's general manager, Gradyn Thompson, commented, 'We run the usual mix of private hires alongside a programme of day excursions and a limited programme of short breaks. For this we need coaches which offer the best balance between comfort and capacity, and the vehicles which Kirkby had on offer filled the bill nicely.'



Streamline Executive Travel of Maidstone were so impressed with their latest purchase, a Mercedes-Benz 711D converted by Crest Conversions, that they ordered another exactly the same. Equipped with 24 seats, the vehicle is being used on contract hires and holiday feeder work to high profile companies.

1986 C BOVA FUTURA (Wheelchair accessible), very good condition, up to 38 seater executive coach, removable seats to accommodate up to 10 wheelchairs. Disabled toilet, catering servery and driver's bunk at rear. Ferry lift, 2 TV monitors and VCR's, 11 months MoT, low mileage, new alternator, very smart looking coach ..... £32,000 ono  
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1985 BEDFORD LASER II 57 SEAT YNV, 6 speed ZF, tested Dec '97, everything works inc, heated screen, etc. Radio/PA, full soft trim, well above average condition ..... £13,850 OVNO + VAT

W REG B58 VOLVO PLAXTON SUPREME IV, 53 seats (11 mtrs long), full retrim and new floor plus repainted 3 years ago, tested 28.8.97 ..... £7,850 ONO + VAT

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1987 FORD TRANSIT MK III, Mellor service bus body, 16 seats, power door, new MoT, painted in white.

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1979/77 LEYLAND NATIONAL MK I, 49 seats. Choice of 2

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1993 SCANIA VAN HOOL COMFORT SHIFT, 48 seater, full Exec, inc centre toilet, drinks machine, TV/video, fridge, curtains, d/glazing, etc

1993 SCANIA VAN HOOL, SUPER HIGH, manual, 48 seater, full Exec, hot and cold

drinks machine, fridge, TV/video, d/glazed, curtains, centre toilet

1988 VOLVO B10M VAN HOOL ALIZEE S/H, 49 seater, full Exec, inc TV/video, hot and cold drinks, fridge, rear toilet, d/glazed, curtains, etc

1988 DAF MB230 VAN HOOL ALIZEE S/H, 53 seater, full Exec, rear toilet, etc

All vehicles sold with long MoTs

Open to sensible offers  
Telephone Richard Austin  
on

01785 284667 (day)  
01785 824068 (eve)

400/6692/FC

1995 (OCT N) TOYOTA CAETANO OPTIMO 3, 21 reclining seats, as new condition.

CHOICE OF 2, £47,000 MOT TO 3RD & 10TH OCT '97

1991 (H) MERCEDES 609D, 19 coach seats plus 6 standees, power door, MoT to 28/11/97, a nice little vehicle for private hire or bus work. £18,500 PLUS VAT

1987 (D) MERCEDES REEVE BURGESS, 23 seater plus boot, nice condition for year, MoT to 18/5/97. £12,500 PLUS VAT

1987 (D) MERCEDES, 19 seater (Yeates conversion), ex-Excelsior, very clean little coach, MoT to 1/3/98. £10,000 PLUS VAT

ALL ABOVE ARE IN EXCELLENT CONDITION AND ARE ONLY OFFERED FOR SALE DUE TO OUR NEED FOR HIGHER SEATING CAPACITIES.

TELEPHONE CHARLES OR PAUL SANDERS, SANDERS COACHES, HOLT, NORFOLK. 01263 712800, EVENINGS 01263 823401

6916/FC

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★ BUY ONE GET ONE FREE!  
★  
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★ AMAZING DEAL RING FOR DETAILS  
★  
★ OPTARE CITY PACER 1988 (E)  
★ 25 seats + standees, semi high back seats, 12 months test  
£4,000 + VAT ONO  
★ FREIGHT ROVER (ISUZU ENGINE) CARLYLE II 1988 (E)  
★ 20 + 5 standees, choice available  
£4,000 + VAT ONO  
★ Part Exchanges Suffered  
BOOMERANG BUS CO  
01684 292108  
400/6791/FC  
\*\*\*\*\*

ADAMSON  
COACHWORKS LTD  
PRE-OWNED VEHICLES FOR SALE  
JAN '96 RENAULT MASTER TURBO, 16 Algarve high backed seats, large luggage space, TV/video, as new £19,995  
NOV '95 LDV DIESEL, tested Nov, 20 seats, Diptac spec, powerdoor, immaculate. £19,950  
NOV '92 MERCEDES 609D, Crystals conversion, 24 seats, power door, dropwell boot, tested November, very clean £22,500  
NEW MERCEDES CONVERSIONS IN BUILD AND AVAILABLE - 16-24 SEATS, ALL SPECIFICATIONS  
FOR MORE DETAILS  
TEL: 0141 554 7781, 0141 554 8655  
FAX: 0141 554 8655 400/6788/FC

1983 LEYLAND LEOPARD PLAXTON PARAMOUNT 3200, 11 METRE, power door, tinted windows, 12 months MoT, (this vehicle is fitted with a TL11 engine and S/A gearbox). £15,000  
1985 FORD TRANSIT 16 SEATER/5 STANDEES DORMOBILE SERVICE BUS, repainted two pack white, 10 months MoT, new overdrive gearbox, spare set of seats supplied. £2,500  
1978 BEDFORD YTM DUPE DOMINANT II, 53 seats, clean, tidy and reliable, MoT 9 months. £2,500  
1979 AEC RELIANCE DUPE DOMINANT II, express doors, 53 re-trimmed seats, semi auto gearbox, private registration number, MoT 11 months. £4,500  
All vehicles maintained to a high standard in our own workshops. All service records available

01795 663884

400/5007/FC

1990 LAG PANORAMIC (G REG), 49 reclining seats, twin monitors + video, drinks machine, toilet, fridge, courier seat, double glazed, fully carpeted, MoT 9/97, tax 4/97  
MAINTAINED TO HIGH STANDARD £59,950 + VAT

1989 PARAMOUNT 3500 TIGER 260 MANUAL EXEC, 49 seater, continental door, double fuel tanks, PA/radio, TV/video, Webasto, fridge, sunken rear toilet, drinks machine, tinted windows, dbl glazed, curtains, MoT & taxed, all white EXCELLENT CONDITION £49,500 + VAT

X REG BEDFORD YNT 500 TURBO 12M DUPE, NOT 11M DOMINANT IV, test/tax Oct, 57 seater, all white, recent full engine and clutch, repainted, power door, tinted windows. GOOD CONDITION £6,250 + VAT

R REG 1977 BEDFORD PLAXTON YLQ, 45 seater, 500 engine, box, new front fitted, repainted, new Michelin tyres, brakes and drum, many new parts, May MoT, tax test, all white, VERY TIDY £2,950 + VAT

X REG PLAXTON DAF SUPREME, rear engine exec, 48 seater plus crew seat, wired TV, video, PA/radio, toilet, continental door, fridge, reconditioned ZF box, brand new clutch, July test, all white, excellent condition, good for first executive coach. £10,250 + VAT

Contact Ralph or Dave

OFFICE: 0191 3734200 24 HOURS: 0191 3780393

400/5003/FC

1981 LEYLAND LEOPARD DOM III, 53 seater, tidy contract coach, recon engine fitted, 6 speed ZF, MoT June '97. £5,000  
1986 DODGE SERVICE BUS, 23 + 6 STANDING, good condition, MoT Jan '98. £2,500  
1978 LEYLAND LEOPARD DUPLE SERVICE BUS, 55 seats + 18 standing, good order, MoT Sept '98. POA

ALL PLUS VAT

TEL 01271 863819

400/6941/FC

## 1988 VOLVO PLAXTON 3200

Low driver, 50r seats, Webasto, Telma, MoT Jan '98  
£57,000

CONTACT  
JOHN JOSLIN

TEL: 01438 746066  
6789/FC

MERCEDES 307, MoT + PSV . . . £1,750

MERCEDES 207, 1987 . . . £3,000

RENAULT MASTER, 1990, 16 seats, underfloor luggage . . . £3,500

01502  
711611

6891/FC

## 1991 (H) DAF SB2300 DHS

Duple 340 highline, air suspension, 51/53 recliners, centre cont door, rear toilet, new MoT March '98  
£45,000 + VAT

ARVONIA, NORTH WALES  
TEL: 01286 675175/677858  
400/6795/FC

## SUMMERFIELD COACHES

FOR SALE  
DUE TO FLEET UPDATE

## VOLKSWAGEN LT28D

1989 (G REG) 16 seater, seat belts, Webasto, MoT, 3.3.98, new cam shaft and cylinder head just fitted  
£3,750 + VAT

## MERCEDES 608D (ROBIN HOOD)

1984 (A REG) 21 seater, seat belts, MoT 30.6.97  
£3,250 + VAT

## BEDFORD DUPLE

1979 PRIVATE PLATE, 53 seater, seat belts, Telma, MoT Nov 97  
£3,250 + VAT

## SOUTHAMPTON (01703) 778717

400/6901/FC

# FORECOURT

## VAN HOOL ACRON 1983 (PP)

12 months MoT, continental door, Webasto, drivers bunk, fridge, wired for TV + Video, Telma retarder, carpets, radio PA  
£22,500 + VAT

## BONI'S COACHES

TEL: 0131  
654 2492

400/1602/FC



### 1991 VOLVO B10MT JONCKHEERE DEAUVILLE SUPER HIGH

13 months MoT, 51 recliners, retarder, toilet, video, fridge, drinks and bunk, good condition, new vehicle forces sale, available 1-3-97

£85,000

CONTACT STEVE  
01206 824363

400/1606/FC



### FORD PLAXTON SUPREME 1978

Long test retrimmed, panelled, maintained regardless of cost

£3,250 + VAT

Part ex-welcome

TEL: 01702 541511  
(Essex)

400/6932/FC



### LEYLAND TIGER/ DUPLE LASER

57 RETRIMMED SEATS WITH  
INERTIA REEL SEATBELTS  
No signwriting, will be supplied with  
new test, valuable private plate,  
excellent condition

P/X welcome

£14,750 plus VAT

Tel: 01702 541511

400/6931/FC



1986 DODGE  
18 SEATER MINI BUS  
MoT 22 Oct '97, good condition  
throughout  
£1,750 ono + VAT

SQUARE

Tel: 01454  
273111

400/6935/FC

## RHONDDA BUSES LTD

1988 LEYLAND TIGER, 54 seats, Duple body, MoT Sept '97 ..... £28,000  
1983 LEYLAND TIGER, 51 seats, Plaxton 3200, MoT Jan '98 ..... £11,500  
1983 LEYLAND TIGER, 51 seats, Plaxton 3200, MoT Feb '98 ..... £11,500  
1988 METRO RIDER, 25 seats, MCW body, MoT, Aug '97 ..... £4,500  
1987 METRO RIDER, 25 seats, MCW body, no MoT ..... £3,900

All the above vehicles are subject to VAT

TELEPHONE: (01443) 682671

400/6930/FC

1 x 53 DAF CAETANO ALGARVE  
MB200, with seat belts, 1986, first  
to see will buy ..... £39,950 ono  
1 x 51 DAF CAETANO ALGARVE  
MB200, 1985, executive ..... £24,500 ono  
1 x 53 BEDFORD DOMINANT II  
..... £1,950 ono  
1 x 29 1985 FORD PLAXTON  
PARAMOUNT, with three  
tables ..... £16,000 ono  
1 x 19 MERCEDES MINICOACH,  
1986 Reeves Burgess conversion  
608D ..... £6,000 ono  
All vehicles + VAT

Tel: 400/1610/FC  
01902 352777/602666

1981 VOLVO B58 PLAXTON 53 SEATER,  
MoT August 8, '97, curtains to windows,  
power door ..... £12,000  
1979 VOLVO B58 PLAXTON, 57 SEATS,  
MoT July 14, '97, curtains to side  
windows, power door ..... £10,000  
1980 LEYLAND LEOPARD PLAXTON, 50  
seats, MoT September 11, '97 ..... £6,000  
1980 LEYLAND LEOPARD PLAXTON, 53  
seats, May 8, '97, full test  
available ..... £6,000  
1991 FORD TRANSIT, 14 seats, MoT  
October 11, '97 ..... £6,500  
1990 FORD TRANSIT, 14 seats, MoT  
November 8, '97 ..... £6,500  
1991 FORD TRANSIT, 14 seats, MoT  
March 6, '98 ..... £7,000  
All above vehicles subject to VAT

Telephone  
01656 739928 400/1505/FC

### FOR SALE DUE TO FLEET ADDITIONS:

1 x DAF MB200, 1983 PLXN  
3500, 53 seater, P/P, many  
extras, MoT Aug '97 ..... £20,850  
1 x 1983 VOLVO 3200,  
Webasto, Telma, rear cont  
door, P/P, recent re-moquette  
and floor, seat belts, MoT Nov  
'97 ..... £27,850 ono  
Enquires to:

Plastow's Coaches

Tel: 01865 872270  
Fax: 01865 875066

400/5012/FC

1977 S REG LEYLAND  
NATIONAL MKI, 52 seats,  
tested May 1997

1975 P REG LEYLAND  
NATIONAL MKI, 52 seats,  
tested Sept 1997

1980 DAIMLER FLEETLINE,  
low height, 75 seat, Alexander  
body, Gardner 6LX, tested  
April 1997

£8,000  
FOR ALL THREE OR INDIVIDUAL  
PRICES ON APPLICATION

01395 233010 (DAY)  
01392 461670 (EVE)  
(DEVON)

400/5011/FC

RENAULT MASTERS, J reg, 1991, turbo  
diesel, underfloor luggage, finished in  
white ..... £5,500

1988 TALBOT DIESEL, 16 seat, finished  
in white, excellent condition ..... £3,500  
MERCEDES 608 DIESEL, 1984, luxury  
coach, soft trim, new MoT, finished in  
white ..... £4,500

1983 BEDFORD CF PETROL, 1 owner  
from new, good engines, ideal for  
spares ..... £145

YOUR VEHICLES REQUIRED  
FOR CASH

**WADDONS**

Tel: 01222 860230  
Fax: 01222 860231

400/6936/FC

1978 LEYLAND NATIONAL MK 1,  
48 seats + 12 standing, 10 metres,  
one door ..... £3,500 plus VAT

L REG LEYLAND ATLANTIC  
AN68, 75 seater, 2 x door, good  
MoT ..... £1,500

1982 FORD DUPLE DOMINANT, 53  
seater, tinted windows, seat belts  
fitted ..... £5,000 plus VAT

1978 BEDFORD YMT, 53 seater,  
Plaxton Supreme, fitted seat  
belts ..... £3,000 plus VAT

TEL 01354  
692504

400/1616/FC

## 1987 LEYLAND CUB

Reeve Burgess  
conversion, 28/20 + 4  
wheelchairs, taxed  
January 1998, MoT  
December, approx 80k  
from new

£6,950 ono

TEL E. K. TRAVEL  
01480 466994

400/1615/FC

1985 SETRA S215HD x 1  
£45,000 + VAT

1987 SETRA S215HD  
CHOICE OF 2  
£65,000 + VAT

1989 SETRA S215HD x 1  
£75,000 + VAT

All coaches in excellent  
condition with 49 reclining seats  
plus courier, toilets, coffee  
machine, TV and Video, driver's  
bunk, curtains and carpets, with  
all usual Setra refinements

Day: 01708 868899  
Eve: 01708 734624

400/6925/FC

Mark Stringer  
from  
**Stringers**  
Coaches  
sold his  
Bedford YNV  
after 3 calls in  
Bus & Coach Buyer  
in the first week

1983 LEYLAND TIGER  
PARAMOUNT 3500, 49 seater, 6  
speed manual, tested Jan  
98 ..... £17,950

1982 LEYLAND LEOPARD  
DOMINANT III, 6 speed manual, 57  
seater, inertia lap belts, good  
condition all round, tested June  
97 ..... £9,750

1980 BEDFORD YMT DOMINANT  
II, 53 seater, tested Sept 97

1988 E MERCEDES 609, 26 seater,  
March 98, test, owned by us from  
new ..... £13,500 + VAT

01205 722359

400/1509/FC

## 1992 VOLVO B10M PLAXTON EXCALIBUR, K REG

Full air conditioning, TV, video, centre  
toilet, 47/49 reclining seats with tables,  
glove nets, cup holders, Klix drinks  
machine, fridge, double glazed, full draw  
curtains and blinds, fully carpeted,  
Webasto heater and Telma Retarder.  
Tempo 100, MoT 12 months, very large  
baggage accommodation.

FILE PHOTO  
ABSOLUTE TOP OF THE RANGE COACH

Owned and operated by us from new. Only used on tours and private hire,  
never on shuttles. Immaculate condition

£99,995 + VAT

Contact Geoff Flight, Flights Coach Travel Ltd, Birmingham

0121 322 2728

400/1618/FC

1994 JONCKHEERE VOLVO B10M  
MK IV, d/g, R/PA, Webasto, 55  
vogel recliners, 165,000 km from  
new, 12 mths MoT, immaculate

1994 JONCKHEERE VOLVO B10M  
MK IV, 51/53 recliners, centre  
demountable toilet, R/PA, d/g,  
Webasto, 162,000 km, 12 mths  
MoT, immaculate

1990 SCANIA K113 PLAXTON  
3500, full yrs moT, 53 recliners +  
courier R/PA, new Michelin, all  
round, excellent condition

**ALLISONS**  
OF DUNFERMLINE  
01383 726398  
ASK FOR DAVEY

400/6842/FC



1986 DODGE  
18 SEATER MINI BUS  
MoT 22 Oct '97, good condition  
throughout  
£1,750 ono + VAT

SQUARE

Tel: 01454  
273111

400/6935/FC



**LEYLAND**

2 x 1982 (X) LEYLAND TIGER DUPLE, 57 seater £12,950 ONO

1982 (Y) LEYLAND TIGER DUPLE, 57 seater £12,950

1986 (C) LEYLAND ROYAL TIGER DOYAN, 49 recliners, hot water boiler, centre toilet + continental door, 11 mths MoT £23,950 ONO

1986 (C) LEYLAND TIGER 260 DUPLE 320 SL, 57 recliners, 12 mths MoT £25,000 ONO  
All prices + VAT

ALL ABOVE VEHICLES ARE FULLY SEATBELTED

**01782 846031**

400/6839/LE

**GOODWIN COACHES**

1979

**LEYLAND LEOPARD DUPLE DOMINANT**

Complete repanel, 53 seats with belts, Grant doors, 12 months, MoT in daily use, ideal contract or for private hire.

**NOT YOUR USUAL RUBBISH!**

£3,975 + VAT

0161 7894545 (DAY)  
0161 9699660 (EVES & WEEKENDS)

400/6868/LE

**LEYLAND LEOPARD 1979**, Plaxton Supreme IV, MoT and tested, £5,000. Tel: 01285 810000 (Swindon)

400/6914/LE

**1980 LEYLAND LEOPARD DUPLE DOMINANT**, 53 seats, tested to March '98, 6 speed manual seatbelts, VGC, £6,500 + VAT. Tel: 0114 287 2622, Trevor or Peter.

400/6887/LE

**1982 LEYLAND LEOPARD DOMI III**, d/glazed, 50 reclining seats, + courier, Telma, radio, 6 speed manual, good tyres, taxed and MoT till June, £7,950. Tel: 01375 672940 (Essex)

400/6898/LE

**X REG LEYLAND LEOPARD**, 53 seater Dominant, rear end shunt, repairable, semi-automatic. TEL: 01563 820505.

400/6908/LE

1 x LEYLAND LEOPARD / PLAXTON SUPREME, 1979 DP, semi auto, 53 seats, MoT full year £6,900, £5,000 + VAT  
1 x LEYLAND TIGER PLAXTON 3200 PARAMOUNT, 1985 hydrcyclic, 53 seater, MoT full year £24,000, £20,000 + VAT  
1 OF CHOICE OF 2 LEYLAND PLAXTON PARAMOUNT 3200, 12mtr, 53 seater, hydrcyclic gear box £34,000  
TYRES EXTRA ON ALL ABOVE VEHICLES  
Contact Mr Hilton

**Blackburn Borough Transport Ltd**  
Tel: 01254 51122

6790/LE

**1985 LEYLAND TIGER TL11**

Laser II body, 57 seats all fitted with full seat belts, well maintained

**This is a bargain at £17,000 + VAT**  
Tel: 0161 477 0652

**FRESHFIELD COACHES**  
of Stockport

400/1601/LE

**1986 LEYLAND TIGER CUB OPTARE BODY**  
33 seats + 8 standees, MoT Aug '97 £3,850  
**01302 770273**  
(Mr C. Williamson)  
398/5492/LE

**1986 LEYLAND TIGER PARAMOUNT 3500**  
55 seats + crew seat, well maintained owned by us from new, 1 yrs MoT £29,750  
**TEL: 0181 890 6394**  
400/6939/LE

**MERCEDES**

**MERCEDES 609D 23 SEATER 1989 (F)**  
Reeve Burgess with h/b coach seats, excellent condition, MoT tested, 12 mths £13,750 + VAT  
**TEL: 01326 290503**  
(EVES): 01326 290602  
400/6885/ME

**MERCEDES 608D**, 16 seater mini coach, belted luggage rack, large boot, new PSV test, re-con engine, new clutch, reluctant sale contract finishing, £4,500 + VAT. Tel: 01702 207000.

400/6748/ME

**MERCEDES 308D**, 1986 12 seater hi-back seats, Henderson Hideaway tail lift, PSV spec, tax, tested, first to see will buy, £4,750 + VAT, also Henderson Hideaway tail lift, 1st class condition, £750.00. Tel: 0161 620 8008 or 01706 32031.

400/6788/ME

**1991 MERCEDES 609D**

Coach, Reeve Burgess conversion, 23 coach seats with belts, radio/cassette, PA system, p/door, boot, tested till April 98 £23,000 + VAT

**TEL 01294 278440**

400/1617/ME

**91 H MERCEDES 609 21 SEAT COACH**

  
Auto, power steering, genuine 58,000 miles, warranted mls, only by one local council, rear boot, side skirts, full PSV test, high back seats with 3 point belts, full soft trim, full stereo system, very rare with this mileage, very desirable coach, drives like new £17,995 + VAT

**TEL: HEATONS MOTOR CO (WIGAN)**  
**01942 864222**  
400/1512/ME

**MERCEDES**

**1988 MERCEDES 307D**, 12 hi back seats with seatbelts, hi-roof, tested Sept, £3,250. Tel: 01244 543288  
400/6920/ME

**WANTED FOR CASH ALL SIZES AND FOR SALE MERCEDES COACH SPEC**, 37 seat 814L plus 33 seats 814, forced air, plus 29 and 25 seat 711 turbo, in stock now, 611 + 711 turbo conversions for 24 seat p/door, large boot available now, with 611 turbo w/chair/24 coach seats or 6 wheel chairs, 412 16 seaters also 412 16/5 wheelchairs all in stock now. Tel: Blythswood Motors, Glasgow on 0141 221 3165 or 0141 639 6107 evenings. 399/6779/ME

**MERCEDES SERVICE BUSES WANTED FOR CASH** available now, new, manual + auto with new DIPTAC, 300mm + floor height, 29 + standees, also 33 + 12 standees, auto and Telma, choice of bodies, part ex welcome, Blythswood Motors, Glasgow on 0141 221 3165 or 0141 639 6107 evenings. 399/6779/ME

**MERCEDES 408D**, 15 seater luxury coach, 1990 reg, MoT March '98, one owner from new, dealer maintained, seat belts fitted. £8,800 + VAT. Tel: 01937 833098. 400/6797/ME

**608D MERCEDES**, 1984 B reg, 21 seater, MoT Dec '97. £4,550 + VAT. Tel: 0121 779 6788 (day) or 0121 788 2735 (evens). 400/6796/ME

**1989 MERCEDES 407D** Reeves Burgess, luxury spec high roof, LWB, 15 H/B belted seats, luggage racks radio/cass, excellent workhorse. Bargain £8,000. Tel: 01833 637341.

400/1506/ME

**RE-ADVERTISED DUE TO TIME-WASTERS MERCEDES 307D**, 12 seater, E reg 1988, test Dec '97, good all round vehicle. £3,500 ono. Tel: 01325 310655 Day + Eves or 01325 353020.

400/1504/ME

**LUXURY COACH 12 SEATER HI-BACK MOQUETTE**, with armrests, seat belts, underfloor luggage compartment, luggage racks, RDS stereo, tinted windows, taxed, PSV'd 1998, COIF. A LITTLE BEAUTY! £5,000 ONO. 01642 593156.

400/1507/ME

**1990 811D NEW CONVERSION**, 24 hi-back seats with belts, radio, PA, hatches, parcel shelves, white exterior, 1 year's test, excellent all round. £18,500 + VAT. Tel: 0181 954 7947.

400/1613/ME

**NEW AND RECENT MERCEDES BUSES, available for rental. Tel: 01625 860888 or 0836 782801.**

399/6769/ME

**1992 MERCEDES V6/211HP NEOPLAN 208 JETLINER**, 24 reclining seats, exhaust brake, radio, PA, TV, video, pedestal microphone, Webasto, driver operated continental door, double glazing, blinds, tea/coffee machine, servy, fridge. Tel: 01509 217777 Extension 2109.

400/1886/VO

**MIDIBUS****1987 (E) IVECO 49.10 MIDI BUSES**

Robin Hood bodied, 23 seats, 6 standing, with luggage pen. Finished in red with white stripe. All vehicles with tax and MoT

£5,500 + VAT

**CONTACT CHRIS SQUIBB, ENGINEERING MANAGER ON 01983 522456, EXT 239**  
400/6830/MID

**MIDIBUS**

**MAN 8136 REEVE BURGESS 32 SEATER** 1985, tax and tested Nov '97, good condition, ready to roll. £11,500 + VAT ono. 01245 251322 (Essex). 400/5005/MID

**E REG MERCEDES 609D LUXURY 25 SEAT MIDIBUS**, high back seats, power door, power steering, Coachcraft conversion, full test. Only £9,300 + VAT. Telephone 01698 261490 (Scotland). 400/6926/MID

**MCW**

**METROLINER COACH 1983 51 RECLINERS**, air suspension, ferry lift, underfloor lockers, white, Cummins L10 Voith retarder, 25/1/98 test, £8,950 ono. Morris Broymyrd 01885 482285/482717. 400/6844/MCW

**MAN****MAN SR280**

49 recliners, TV, video, toilet, drinks, d/glazed, MoT till end of July, recent respray in white, 2 pack, any inspection welcome

£12,000 ono

**TEL: 01279 426266**  
400/6594/MN

**1991 MAN 10.180 JONCKHEERE DEAUVILLE P35**, 28/30 seats, radio, PA, cassette, wired for TV, driver operated door, exhaust brake, side locker, saloon toilet, double glazing, tinted windows, curtains, air suspension. Tel: 01509 217777 Extension 2109. 400/9867/MN

**NEOPLAN****NEOPLAN SKYLINER**

1986

75 seats, toilet, boiler, Gardner engine, painted to your colours, MoT June '97 £44,000 ONO + VAT P/X CONSIDERED

TEL: 01708 630555 (DAY)  
01708 228116 (EVE)

400/8927/NE

**MINIBUS**

**G REG LEYLAND DAF 200 MINIBUS**, Perkins diesel engine, 5 speed gearbox, 12 seater, seat belts fitted, good condition, very reliable, PSV. £3,750. 01302 711217.

400/6873/MB

**FORD TRANSIT 1991 H REG DIESEL 15 SEATER**

12 Hi-Back seats PSV 12 mths, one owner since new, white

£5,500 + VAT

**Hutchison Coaches Overtown**  
01698 372132  
400/6876/MB

# HOLLOWAY COMMERCIALS



**N 95 LDV 400**, 16 seat luxury minibus, front entry with lowered step, panoramic tinted windows, luggage racks, reinforced steel bodywork, luxury high back seats with 4 point seat belts, brand new conversion, COIF at £16,995 + VAT  
Buy/Lease from £75 p/w  
Always available



**L94 DAF 200**, 12 seat diesel, low mileage, in outstanding condition ..... £8995 + VAT  
Buy/Lease from £45 p/w



**L94 TRANSIT**, 14 SEAT, high back, M2, tested, seats with 3 point seat belts, power steering, superb vehicle ..... £10995 + VAT  
Buy/Lease from £49 p/w



**J92 DAF 200**, 12 seat diesel, lovely condition, finished in white ..... £6995 + VAT  
Buy/Lease £35 p/w



**92 TOYOTA OPTIMO II**, choice of 16-21 seat layout, 1.7 litre turbo, full service history, 100,000 miles, 1 owner, in excellent condition, COIF, ..... £32,950 + VAT  
Buy/Lease from £136 p/w



**M REG LDV400**, Diesel, 16 seater, power steering, high back seats, 100,000 miles, 1 owner, in excellent condition, COIF, ..... £12,995 + VAT  
Buy/Lease from £85 p/w



**J 92 TOYOTA OPTIMO II**, 18 seat with large boot, 96,000 miles only, outstanding in every way ..... £32,950 + VAT  
Buy/Lease from £136 p/w



**G 90 MAZDA E 2200**, 14 seat diesel, 1 owner, in excellent condition, COIF, seat belts ..... £5,995 + VAT  
Buy/Lease from £30 p/w



**H, J, K REG DAF 400**, 16 SEAT DIESEL, STD, LDV with seatbelts, finished in white, 56,000 miles, outstanding condition ..... Choice £6,995 — £9,995 + VAT  
Or Buy/Lease from £49 p/w



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1991 H IVECO NEW GENERATION PHOENIX, 23-seat buses

1988 F TOYOTA SPACECRUISER 8-SEAT PEOPLE CARRIER, warranted low mileage

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<b>R</b>	(K) REG FORD TRANSIT DIESEL, new generation, 15 seater, belts, test Sept '97 £10,200	
<b>R</b>	1991 DAF 400 DIESEL, h/roof, luxury 16 seater, lap belts, test Feb '98	£7,950
<b>R</b>	1991 RENAULT TRAFIC, Diesel, 11 seater, s/door, belts, test Oct '97	£3,500
<b>R</b>	1988 MERCEDES BENZ 407D, 16 seater, p/door, 8 forward, 8 inward seats on tracks, test June '97	£8,500
<b>I</b>	1989 (G) MERCEDES-BENZ 308D, Diesel, 14-seater, h/roof, s/door, lap belts, test Sept '97	£8,950
<b>A</b>	1989 (G) FORD TRANSIT PETROL DORMOBILE, 16 seater, h/b seats, lap & diagonal belts, test Sept '97	£7,750
<b>G</b>	1987 (D) REG IVECO 70/14 CAETANO VIANNA, 25 seats, p/door, fr/entrance, seat belts, rear boot, forced ventilation, test May '97	£9,500
<b>E</b>	1987 TALBOT EXPRESS, Diesel, MTM, 14 seater, belts, test April '97	£2,750
<b>E</b>	1988 MERCEDES BENZ 608D, 20 seater + 6 std, p/door, test May '97	£3,500
<b>W</b>	1984 MERCEDES BENZ 307D REEVE BURGESS, 12 seater, PSV, but has class V test, 1997, fitted Telma retarder	£2,000
	<b>NON PSV</b>	
<b>A</b>	1990 (H) FORD TRANSIT, petrol, factory 15 seater, test Jan '98	£4,950
<b>Y</b>	1988 FREIGHT ROVER 200 DIESEL 8 seater, new engine, Dec '96, MoT Feb '97	£1,750
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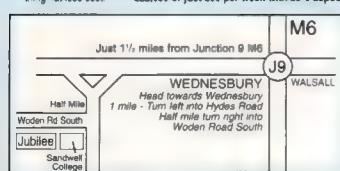
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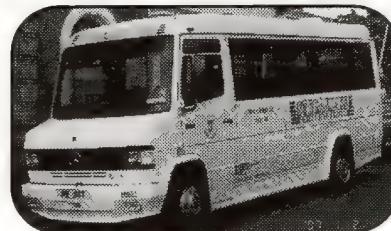
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**89 PP VOLVO VAN HOOL 53 + COURIER**, retrimmed seats, in grey graffiti, blinds, DG, seatbelts, Telma and autolube, first to see will buy. Part ex for minibus considered. £74,500 + VAT ovno. Tel: 0131 333 5453. 400/6883/VO

**1980 B58 VOLVO, 49 SEATS, DUPLE DOMINANT**, wired for TV/video, 2 tables, drinks machine, courier seat, MoT August 1997. £10,000 + VAT. Tel: 01792 846570 (Mon-Thurs). 400/6882/VO

**VOLVO B10M 1983 JONCKHEERE P599 SUPER HIGH**, 53 reclining seats + courier, curtains, Telma, radio/PA, wired for TV and video, MoT'd until Feb 1998. £28,500 + VAT. Tel: 0181 897 2021. Mobile 0956 634852. 400/6896/VO

**1988 B10M PARAMOUNT 3200**, low driver, 53 recliners plus courier, curtains, double glazed, Telma, tested to November. £59,500 PLUS VAT. SHAWS OF MAXEY 01778 342224. 400/6894/VO

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**1994 VOLVO B6 CAETANO ALGARVE**, 34 reclining seats, radio, PA, cassette, microphone, driver operated continental door, tinted windows, Peage window, double glazing, seat belts. Tel: 01509 217777 Extension 2109. 400/9865/VO

**VOLVO B10M VAN HOOL**, 1986, private plate, 50 recliners, with rear toilet, water boiler, Telma, TV and video. MoT April '98. Part exchange considered. 01475 783399 or 01475 744233 (SCOTLAND). 400/6894/VO

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**1984 SETRA S228DT**, 74 seats, MoT June 1997, £46,500 ono. Telephone 01932 787752. 400/6937/SE

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**1991 SCANIA K113 VAN HOOL ALIZEE**, 49 r. seats, TV/video, drinks machine, sunken toilet, continental door, seat belts, Webasto, ABS/Telma, MoT Jan '98, vgc. £86,000 ONO. 01938 810452.

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**1984 VOLVO B10M VAN HOOL ODYSSEY**, 49 seater exec, MoT 8/97 ..... £28,650 ONO

**1984 VOLVO B10M VAN HOOL ASTROL**, 58 seater, full exec, MoT 8/97 ..... £27,850

**1981 LEYLAND LEOPARD**, manual gearbox, 53 seater, Dominant V, MoT 6/97 ..... £6,750

**1983 VOLVO B10M BERKHOF**, 49 seater, full exec, MoT 7/97 ..... £24,500

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**1996 (P) BOVA FUTURA FHD**, 49/53 reclining seats, centre sunken demountable toilet, continental door, water boiler, fridge, double glazed side windows, air conditioning, carpets. Interior — red. MoT July 1997

**1994 BOVA FUTURA FHD**, 49 reclining seats, centre sunken toilet, water boiler, fridge, continental door, double glazed side windows, aircraft type luggage racks, air conditioning. Interior — grey.

**1994 BOVA FUTURA FHD**, 51/55 reclining seats, centre sunken demountable toilet, continental door, double glazed side windows, driver's bunk. Interior — grey; Exterior — white. MoT January 1998

**1993 DAF 3000 SB CAETANO ALGARVE**, 49/51 reclining seats, demountable toilet, continental door, wired for video/monitor. Interior — red; Exterior cream/red/gold. MoT December 1997

**1992 VOLVO B10M VAN HOOL ALIZEE DH**, 48 reclining seats, rear toilet, continental door, servery — incorporating boiler & fridge, double glazed, wired for video/monitor. Interior — blue/grey; Exterior — silver. MoT October 1997

**1992 TOYOTA OPTIMO**, 18 reclining seats. Interior — grey/red. MoT December 1997

**1992 BOVA FUTURA FHD**, 49/53 reclining seats, centre sunken demountable toilet, continental door, water boiler, wired for video, driver's bunk. Interior — grey/red; Exterior — white, MoT December 1997

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**1990 NEOPLAN SKYLINER MERCEDES V8 ENGINE MANUAL GEAR BOX**, 77 reclining seats, toilet, fridge, water boiler. Interior — red; Exterior — white. MoT November 1997

**1989 VOLVO B10M PLAXTON PARAMOUNT 3500**, 57 seats, power door, Telma retarder. Interior — autumn tint; Exterior — white/orange. MoT January 1998

**1989 LEYLAND DAF**, 16 moquette seats. Interior — autumn tint; Exterior — white. MoT August 1997

**1989 BOVA FUTURA FHD**, 53/57 reclining seats, centre sunken demountable toilet, continental door, fridge, water boiler. Interior — autumn tint; Exterior — white

**1989 LAG PANORAMIC**, 49 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior — grey; Exterior — white. MoT June 1997

**1988 DAF DKFL CAETANO ALGARVE**, 53 reclining seats, continental door. Interior autumn tint; exterior — white. MoT September 1997

**1988 CHARISMA**, 49 reclining seats, centre sunken toilet, continental door, double glazed side windows, air conditioning. Interior — grey/red; Exterior — white. MoT July 1997

**1988 DAF DKFL CAETANO ALGARVE**, 51 reclining seats, rear sunken toilet, continental door, water boiler, wired for video/monitor. Interior — red; Exterior — white. MoT May 1997

**1986 BOVA FUTURA FHD**, 49 reclining seats, rear floor level toilet, fridge, water boiler, double glazed side windows, wired for video/monitor. Interior — grey/red; Exterior — white. MoT August 1996

**1985 NEOPLAN SKYLINER**, Mercedes engine, manual gearbox, 75 reclining seats, toilet, fridge, water boiler, TELMA retarder. Interior — red; Exterior — white. MoT January 1998

**1985 LEYLAND TIGER DUPLE 340**, 48 reclining seats, rear sunken toilet, continental door. Interior — autumn tint; Exterior — white. MoT January 1998

**1984 BOVA FUTURA FHD**, 49 reclining seats, centre sunken toilet, continental door, double glazing, wired for video/monitor. Interior — grey/maroon; Exterior — white. MoT May 1997

**1984 VOLVO B10M BERKHOF EVEREST**, 51 reclining seats, floor level toilet. Interior — autumn tint; Exterior — white. MoT July 1997

**1983 VOLVO B.58 11 MTR PLAXTON PARAMOUNT 3200 (RE-BODIED)**, 48 seats. Interior — autumn tint; Exterior — cream/green. MoT April 1997

**1983 DAF DKFL CAETANO ALPHA**, 53 reclining seats, power operated entrance door. Interior — autumn tint; exterior — white/yellow. MoT April 1997

**1981 VOLVO B58 PLAXTON SUPREME 11 MTR**, 53 seats, power door. Interior — autumn tint; Exterior — cream/orange. MoT January 1998

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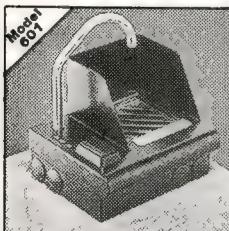
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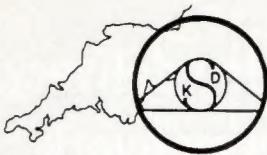
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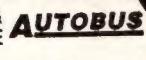
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